The Attorney-General of Pennsylvania Serves Notice of an Investigation.

Copies of the Agreement Must Be Submitted for Examination-Alleged Deals by the Vanderbilts and the Pennsylvania.

Attorney-general Hensel, of Pennsylvania, last evening addressed letters to A. J. Cassatt, of the Pennsylvania Company; A. McLeod, president of the Philadelphia & Reading Railroad Company; J. Rogers Maxwell, president of the Central railroad of New Jersey: E. P. Wilbur, president of the Lehigh Valley, and T. V. Powderly, relative to the Philadelphia & Reading railroad deal. In the letter addressed to Mr. Cassait, he says: "I beg to inform you that I have fixed Thursday, March 3, at 12 o'clock noon, as the time when, and the chamber of the Supreme Court, at Harrisburg, as the place where, I will hear the complaints you have already made or any further matter bearing upon the subject thereof which you may desire to present, either in person or by counsel; that I have notified the presidents of the Lehigh Valley Railroad Company, the Central Railroad Company of New Jersey, and of the Philadelphia & Reading company of this appointment, and they will then and there be given a like opportunity."

In the Attorney-general's communication to Mr. McLeod, president of the Philadelphia & Reading Railroad Company, atten-tion is called to the letters received from A. J. Cassatt and T. V. Powderly complainbeen violated by the leases of the Lehigh Valley and Jersey Central railroads. Mr. McLeod is also informed of the date of the hearing, and is requested to transmit at his earliest convenience, or to produce at the time of the hearing, copies of the agree-ment or lease alleged to have been recently

Nothing in the Story, The New York Herald says: "Rumor has it that Commodore Vanderbilt's dream has been realized. It is said that the Vanderbilt interests have secured control of the St. Paul system, and that the grand alliance now includes St. Paul, the Northwestern and the Union Pacific -that is, a through line from New York to the Pacific and Portland and San Francisco. If true, it is the most important railroad deal in many years. It is said that it will be formally announced to-morrow, but Chauncey M. Depew denies it. He says it

A Chicago dispatch says: "Once more the story is telegraphed from New York that the Vanderbilts have secured control of the Chicago, Milwankee & St. Paul railroad, and that the grand alliance now in-cludes the St. Paul, the Chicago & Northwestern and the Union Pacific. The story declares that active efforts have been going on in this direction since J. Pierpont Morgan succeeded in converting the \$20,-000 000 floating debt of the Union Pacific into interest-bearing certificates, After that Drexel, Morgan & Co., it is said, succeeded in bringing into intimate relations the Vanderbilts and their friends of the St. Paul and the deal was finally consummated. It would probably be impossible to find a prominent railroad man in Chicago who puts any faith in these reports. President Roswell Miller, of the St. Paul, in answer to inquiries put to him this afternoon, said: 'I can only repeat what I have frequently stated before concerning similar reports—that I don't believe there is any truth in the story. So far as my knowledge goes the stock of the St. Paul road is very much scattered. No great amount of it is held by an one interest, and for that reason I don't believe there is any foundation to these rumors."

A Pennsylvania Deal. The Philadelphia Evening Telegraph "It is reported that another big railroad deal, in which the Pennsylvania would figure prominently, is pending, and that the details will soon be announced. No definite information upon the subject is obtainable, but it was said on the street that the Pennsylvania had made or was about to make a deal in which the Atchison, Northern Pacific and St. Paul railroads would be interested. Some time ago. it was reported that the Pennsylvania Railroad Company was about to effect a combination with the Atchison, but the rumor could not be confirmed, and the Pennsylvania officials said there was no foundation for it. A report was then circulated to the effect that the Pennsylvania Company would enter into a combination with the Northern Pacific, but the officials of both companies denied that report also. The rumors, however, had attracted considerable attention, and to day ('Inesday) the course of the stocks mentioned was closely watched in the market, the brokers believing that the finetuations would afford some indication of the truth or falsity of the reports. It was said that the combination referred to, with Chicago as the pivotal point, would be a very strong one, and that it would materially strengthen the position of the Pennsylvania road, and would give it a through line from one end of the continent to the other."

Some Interesting Figures. The Financial Chronicle has a newly prepared table giving the fixed annual charges of lifty of the more important roads in this country. The charges of the Baltimore & Obio, taxes, rentals, etc., are \$6,417,600 per year, or \$535,000 per month; of the Burlington, interest, taxes and rentals, \$9,504,090 yearly, or \$792,000 monthly; Chicago & Alton, interest and rentals, \$1,468,572 per year, \$ 21,550 per month; Hinors Central, interest and rentals, \$2,578,000 yearly, \$215,000 monthly; Lake Shore, interest, rentals and guarantees, \$2,805,00) yearly, \$317,100 monthly; Monon, interest, rent and taxes, \$864,154 yearly; Michigan Central, interest and rentals, \$2,521,0.2; Missouri Pacific. 83,186,380; Nickel-plate, \$920,000; Union Pacific system, all-charges, \$12,062,451. Of the entire list the Union Pacific and Monon are the only roads whose fixed charges have increased during the past twelve months. The Southern Pacific system has the largest annual charges of any road, \$17,525,260, on interest alone, being the sum credited to it. The Union Pacific comes next. The Reading has \$8,080,800 fixed charge and \$11,160,887, all interest.

Colorado and Ctah Rates in Bad Shape. The Rock Island and Burlington roads have jointly sent a communication to Chairman Smith, of the Transmissouri Association, requesting him to call a special meeting of his association at as early a date as possible to consider freight rates to and from Colorado and Utah. There seems to be no doubt that these rates have been in a demoralized condition for several months and there is no prospect of an improvement in the situation until something is done by the interested roads to put a stop to irregular competition. The Rock Island and the Burlington being bound by their agreement to maintain association rates and to keep within the provisions of the interstate-commerce law, claim to have lost nearly all of their car-load traffic to and from Cotorado and Utah, to say nothing of the effect this unauthorized competition has had upon their business at points on and west of the Missonri river. Unless matters can be satisfactorily arranged at the proposed special meeting, it is understood that the Rock Island and the Burlington will ask to have the rates reduced

30 per cent. Cases Before the Commissioners. The commissioners of the Western Traffic Association met at Chairman Walker's office at Chicago yesterday. The first case heard was an application from the Burlington and Rock Island roads for authority to reduce the rate on ore to \$2 from Colorado points to the Missouri river. The present rate is 88. The request for a reduction is based upon an alleged manipulation. The commissioners took the matter under advisement. The Atchison's application for a reduction of the immigrant rate from \$15 to \$14.30 between the Missouri river and Cali-

posing the reduction argued that a better way out of the existing difficulty would be a reference of the matter to the advisory board, with the recommendation that a joint agency be established in New York for the routing of second-class business west of Chicago.

Voluntary Relief.

R. F. Smith, Superintendent of the voluntary relief department of the Pennsyl vanua lines west of Pittsburg, has issued the monthly bulletin for January, which shows that in that month twelve death benefits were paid, \$53 accident benefits and 1,121 sickness benefits, or a total of 1,491. In death benefits \$5,000 was disbursed, in accident benefits \$5,356, in sickness benefits \$11,952.40, making the total disbursements to the membership during the month \$22,308.40. In the thirty-one months since the department was organized there has been disbursed in death benefits \$210,310 and in disablement benefits \$299,005.02, making a total of \$509,315.02.

Personal, Loral and General Notes. The sixty new engines which the Big Four will build will be provided with the Bellpaire fire-box. The New York Central has prepared plans for shops at Buffalo, to cost, it is estimated, complete, \$1,250,000.

F. P. Sargent, grand chief of the Brother-hood of Locomotive Firemen, has gone to Texas, to be absent several days in adjust-

ing grievances. The Toledo, St. Louis & Kansas City has just received five parlor and buffet coaches

The pay-rolls show that 3,966 men are employed on the Chicago & Alten road, and 63 per cent. of the gross earnings of the road are disbursed among its employes.

Albert S. White, general freight agent of the Big Four, has been appointed chairman of the Central Traffic Association committee on the relations of the Western lines to the trunk lines.

Edgar Van Etten, general manager of the New York Car-service Association, has re-signed, and is succeeded by W. W Hasley, car accountant of the Western New York & Pennsylvania road.

On several of the engines recently built for the Cincinnati, Hamilton & Dayton road the Bellaire fire-box was used, and so well pleased is the company that it will be used on new engines.

D. A. Rice for several years agent of the Chicago, Cleveland, Cincinnati & St. Louis railroad at Lebanon, has resigned to accept the position of general agent of the Chicago & Southeastern railroad. G. J. Grammar, traffic manager of the Mackey lines, was in the city yesterday. The L. E. & St. L. division is now open for

business, and he looks for large earnings on this road the next few months. The Louisville, New Albany & Chicago has contracted for two more combined parlor and dining-cars, which are to be put on between Louisville and Chicago with the

taking effect of the spring time-table. C. Kadona, a young Japanese nobleman. has temporarily become a member of the principalship of one of the schools. The corps of Pennsylvania railroad engineers. He is in this country for the purpose of acquainting himself with American railroad

Harry Delaney, of the Louisville, Evans-ville & St. Louis road, has accepted the position of assistant master mechanic on the Vanderbilts and their friends of the side parties who have heretolore controlled st. Paul and the deal was finally consum-

The management of the Cincinnati, Hamilton & Dayton lines is disposed to give the Indianapolis division its full per cent. of the new equipment. Of the twelve new coaches recently received, six have been placed on the Indianapolis division. A handsomely provided ear of the North-

ern l'acific rond stands on one of the spur tracks near the Union Station, which is filled with the products of Oregon. Since the car was started it has been exhibited in most of the Northern and Eastern cities. The Pennsylvania Company is negotiating for an option on the track leading to Premier steel-works for three months, but for what reason is a mystery, unless it is feared by the Pennsylvania people that some road from the South might wish to

At a meeting of the stockholders of the Chesapeake & Ohio Railroad Company. held at Richmond, Va., yesterday, the of-ticers were authorized to issue \$70,000,000 worth of bonds for improvements, doubletrackage, acquiring and constructing branch

An order has been assued by the manage-ment of the Erre lines to the effect that no miscellaneous advertising can be posted in their stations, but posters conveying information as to railroad matter may be. For a time only advertising of the Erie lines was allowed.

The harmonious relations which have existed between the Cincinnati, Hamilton & Dayton and the Big Four of late are causing favorable comment, as, under such conditions, rates are authered to, earnings show mereases, and the traveling public is better pleased.

H. Moore, traffic manager of the Chicago city. He states that matters are moving along very smothly on the road. They are loading thirty ear-loads of freight a day. and, were the country roads better, would be loading twice that number.

O. P. McCarty, general passenger agent of the Daltimore & Ohio Southwestern road. | to a skater moving rapidly over thin ice. states that they are beginning to derive | The briefest pause or diminution in his ome benefit from their new Southwestern limited trains, which is evidenced by the increase in passenger earnings on through business since they were put on.

The Phi adelphia Seashore railroad was sold at Camden, N. J., yesterday, to receiver Baker, under an order of court, for \$185,000. The purchaser is supposed to have acted on behalf of the West Jersey Railroad Company, to which the new road would have been a formidable rival.

Charles S. Fee, general ticket and passencor agent of the Northern Pacific road, was in the city, yesterday. He speaks of the business of this road as steadily and healthly increasing, and with the completion of several extensions its business will still further increase, as it opens up new

The purchasing committees of the Michican and Ohio divisions of the Cincinnati, lackson & Mackinaw road have conveyed their purchases to the newly-organized corporations. The old officials will now resign, and the real owners take charge of the property as soon as a few minor details can be arranged.

At a conference between W. H. McDoel, traific manager, of the Louisville, New Albany & Chicago road, and F. P. Sargent, grand chief of the Brotherhood of Locomotive Firemen, a satisfactory scale of wages for the firemen was adopted, General Manager McDoel agreeing to it as soon as he saw the justice or the firemen's demands.

The roads in the Central Traffic Association have agreed to accept, as have the trunk lines, United States bills of lading for exhibits shipped to the world's fair. This applies to consuls and United States ministers in foreign countries, who may make out bills of lading for foreign exhibitors. This will greatly simplify the matter for foreign exhibitors.

Piel Brothers and Collin, Fletcher & Co. will grant, on reasonable terms, the use of their track from the city limits to a connection with the Vandalia tracks, which in turn would connect with the Union tracks, and furnish entrance into the city for the Indianapolis, Rockport & Chattanooga road. It would give these establishments a connection with the Belt road, which would be of great benefit to them.

E. A. Peck, general superintendent of the Big Feur lines, has notified the proprietors of the lumber-yards on South street and other occupants of the ground between Delaware and New Jersey streets that the ground must be vacated within thirty days, as at the expiration of that time the work of laying the new track to connect with the Union tracks and breaking ground for the new treight depot will commence.

The annual election of directors of the Delaware, Lackawanna & Western ruilway was held yesterday. Two new directors were elected-George F. Baker and J. Rogers Maxwell-who took the places of Russell Sage and Sidney Dillon. These new directors represent the coal syndicate, which already controls the Reading, Jersey Central and Lehigh reads. The other directors were re-elected, the old officers also being re-elected.

A new ticket, a device of D. B. Martin, which has been introduced on the Big Four,

handle, as before they are through with it the ticket must be punched seven times. On trains where there are collectors this is all right, as they have nothing to do but collect and punch tickets. The ticket accomplishes one thing: it is impossible for scalpers to handle it or for a ticket agent or passenger conductor to "hold it out," so

numerous and perfect are the checks. J. N. Erble, the land and emigration agent of the Mobile & Ohio road, is in the city. He says that the telegrams sent north to the effect that D. J. Mackey had secured control of the road created a good deal of amusement among those who know the real condition of its affairs. J. C. Clark, the president and general manager, has, with his friends, put a large amount of money in this road; nearly all the rolling stock belongs to him and his friends, and aven the lacomotives have silver plates. and even the locomotives have silver plates on them stating that "this locomotive is the property of J. C. Clark." He says before anybody gets the road a handsome sum of money must be put up, and this D. J. Mackey is not disposed to do.

Prof. Ross Is Not a Reactionist. To the Editor of the Indianapolis Journal:

I fear that the writer of the admirable editorial in the Sunday Journal entitled "A Belated Lament" unwittingly does me a grave injustice. Although the paragraph from the abstract of the lecture might not suggest it, no one could be further than I from all industrial reactionism. I should be loath indeed to be regarded as opposed to the machinery and organization that with the Scarritt reclining seat which are has achieved such miracles for us in thirty said to be complete in every respect. . Vears. Over against the paragraph quoted years. Over against the paragraph quoted in the editorial let me place one or two other quotations from my manuscript.

road are disbursed among its employes.

The Louisville, New Albany & Chicago company yesterday awarded the contract for several important iron bridges on the Indianapolis division to the Pittsburg Bridge Company.

Mr. Atkinson presents many sound facts which are a corrective of extreme industrial pessimism. He calls attention to the enormous increase of the good things of life that has attended the advent of steam, electricity, machinery and high organization of labor and capital in the modern factory.

One thing must be granted to Mr. Atkinson: The laboring man of to-day has more to eat, drink and wear than his predecessor of thirty years ago. There is no industrial class that is really werse off than formerly. Of the optimists I say:

They see the vast cheapening brought about by co-operation of laborers in a great establishment, and division and subdivision of task. They see the advantages brought by the intricate and costly machinery called into being by the massing of capital into a corporation.

And, after describing several other benefits they see, I recount some evils the optimists do not see.

Do I not, then, agree with the Journal in avoiding both optimism and pessimism and standing among those (to quote my own words) "who, accepting our new industrial system, still continue to hope for a betterment here or an amendment there?" Permit me, in closing, to acknowledge the uniform frankness and fairness with which the Journal has invariably treated EDWARD A. Ross, UNIVERSITY OF INDIANA, BLOOMINGTON, Feb. 22.

Not a Candidate. To the Editor of the Indianapolis Journal:

In the report of the colored citizens' meeting at Simpson Chapel, it is made to appear that I was an applicant for the mentioning of my name in this connection is unwarranted. I was not an applicant. If my name was presented to the school authorities it was done so without my sug-gestion, and I am certainly sure that no official was addressed personally or otherwise by me relative to the subject. Neither had i a grievance, believing, as I do and have always done, that the legally consti-tuted authorities are the sole arbiters of matters delegated to them.

FRANK B. ALLEN.

A FLOOD OF EGGS. They Poured in from All Over the Country and Broke the Market,

"This week has shown a remarkable example of the contrariness of hens," said Mr. W. G. French, of the Mercantile Exchange, this morning. "Last week there was such a scarity of eggs, especially new-laid ones, that we had not half sufficient to meet the demand.

"Only :00,000 dozen were sent to market, and the price went up to 30 cents per dozen. That is almost unequaled in in the annals of eggs. It certainly is unequaled since the advent of the Mercantile Exchange. "In order to make something off the current high prices of last week's market the farmers have been rushing eggs into the market in unprecedented large numbers. From Ohio, Illinois and the West there have come over a million dozens, and the prica has dropped from 80 cents to 1812 cents per dozen. Of course this week the supply has been far in excess of the demand, and the farmers suffer."

It is said that farmers will lose by their haste to catch the high prices, as many of them paid high express charges to get their eggs to market early.

A Flying-Machine Theory. North American Review.

If, then, a great weight should press for only an instant against a small resistanceas that of the air-it would for that instant be snatained. Hence it is only necessary for the weight to move fast enough hori-zontally to rest for only an instant up-on any given mass of air in order to be sustained. As it moved from mass to mass it would not have time to fall through any one of them. The principle is strikingly illustrated by Mr. Lang, of the Smithsonian Institution by comparing such a mass speed, and his support would instantly vield; but it is only necessary for him to move fast enough to glide over a film as thin as tissue paper. Here, then, is the problem of aerial navigation theoretically solved. Given, a mass of any size and weight, spread laterally so as to rest upon a sufficiently speed large mass of air, and moving with sufficient horizontally, and your flying-machine, so long dreamed of, and so ardently sought, is achieved! Such ir, or is to be. Professor Lang's aeroplane, the realization of the magic carpet of the Arabian Nights. May Fortune and his happy genius brings speedy success!

Teaching Them to Talk.

Philade'phia Times. In London professors are now teaching. upon easy terms, the art of after-dinner conversation to ladies and fitting them for shining at table before the "removal of the cloth," as well as afterward in the sacred precincts of the drawing-room. Teaching a lady to talk is rather suggestive of sending clams to Rhode Island.



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